

5. (First Amended) A method of controlling an air/fuel ratio in an internal combustion engine, comprising the steps:

purging hydrocarbons from an emission control device; and

adjusting the air/fuel ratio in the engine rich of stoichiometry while purging the hydrocarbons.

Please rewrite claim 9 as set forth below in clean form. Additionally, in accordance with 37 CFR 1.21(c)(1)(ii), amended claim 9 is set forth in a marked up version in the pages attached to this amendment.

9. (First Amended) A system for controlling an air/fuel ratio in an internal combustion engine, comprising:

a hydrocarbon trap positioned in an exhaust path downstream of the engine;

an air supply device capable of selectively providing a supply of air to said exhaust path upstream of said hydrocarbon trap; and

a controller for biasing the air/fuel ratio in the engine rich of stoichiometry during a time period when said air pump is providing air to said exhaust path.

Please add new claims 11 – 13 as follows:

11. (New) A method for controlling an engine, said engine communicating with a first emission control device, said first emission control device communicating with a second emission control device, said method comprising:

combusting an air-fuel mixture rich of stoichiometry in an engine cylinder to reduce NOx stored in said first emission control device; and